THE CLOSING SCENE. By THOMAS BUCHANAN READ. Hinstrated, pp. 45. Philadelphia, J. B. Lippincott Company, 1887.

THE EARL'S RETURN. By OWEN MEREDITH, WILL Drawings by W. L. Taylor. Boston, Estes & Laureat 1886. DORA. By ALFRED TENNYSON. Illustrated, pp.1 3 Boston, Lee & Shepard, 1887.

SATURE'S HALLELUJAH. Illustrated and Arranged by IRINE E. JEROME. pp. 85. THE MESSAGE OF THE BLUEBIRD. Illustrated and Arranged by IRENE E. JEROME. pp. 13. Eoston, Lee & Shepard, 1886.

"Christmas in the Olden Time" presents a series of cheerful pictures to which the lines of the text stand in a relation little more than that of captions. Hessrs. Fenn. Garrett, Sandham, Hassam and the her artists have depicted the festivities of an d-time Christmas in the approved fashion, and the ioliday reader will be in a mood to sympathize eadily with the good-will and mirth of their illustrations. The wood engravings are supplemented y a variety of marginal ornamentation and initial ering printed like the text in delicate ink. The showy cover of the volume cannot be treated with much respect, but the contents are cheerful and in-

Mr. Read's poem of autumn is a meagre subject for all this display of diustrative art, but the illustrators have done their part well and the wood-ingraving is usually excellent. The distinctive feature of the book is its representation of American landscape, art which is set forth in the work of Messrs. Murphy, Crane, Tryon, H. B. Jones, Dewey, Gibson and Garrett. Nearly all their illustrations show the fondness for "bits" of natural scenery which characterizes our younger landscape painters, in distinction from the fond-'views" more or less panoramic which prevailed when topography was deemed more im-portant than pictorial effect. The landscape studies are generally well composed and pleasing, and the are generally well composed and Pyle, W. H. Low figure work by Messrs. Howard Pyle, W. H. Low and others is attractive, if not remarkable. We seldom, even in this day of picture-makers, came upon a book so minutely illustrated, in which the text is so completely over-ridden by the illustrations; but the result is entitled to honorable rank among the minor examples of current illustrated

"The Earl's Return," which was published in an merican collection of Robert Bulwer's verse wenty years ago, and republished in a similar collection ten years later, now appears separately, we believe, for the first time. It may be, as the publishers claim, that in popularity this poem ranks next to "Lucile." We are not so much concerned with the rank of "Owen Meredith's" verse as a whoie, nor with critical classification of his works, as with the adaptability of this poem to illustration. For this purpose "The Earl's Return" is an excellent choice. The dramatic narrative brings before us the figures of a pathetic heroine, a grim earl, a broken-hearted lover seeking revenge, a rough senseen against a background of gray stone eastle and barren shore. Aside from the "picturesque" subjects offered by the "rugged castle walls," the stone tower square to the main," the Greot South Court," and the varied chances for portraying the wasting sorrow of the "fair ladye," a veritable "Mariana of the Moated Grange," there are the really dramatic episodes of her death in the swart Earl's arms, the forchlight burial on the shelly shore, the "flying and fight-ing" in the blazing castle, and the burning ships. All this is material ready to the hand of the arrist inner consciousness ideas against which the author might bitterly protest. In the true sense of the word, Mr. Taylor's drawings are illustrative of the text, which is more than can be said of some more ambitions work. His "fair ladye" will be sore of symmathy, even though her features and form undergo such transformations from one illustration to another as to suggest a change of models. The more stirring incidents are depicted

MRS. LOULSA B. CULVER will resume her classes from November 2, in drawing, oil and water-color painting. Still life, those said landscape, China painting and decoration. STUDIO, No. 18 East 28TH-ST. dergo such transformations from one iliustra-tion to another as to suggest a change of models. The more stirring incidents are depicted with considerable force, although the work, taken throughout, is uneven. In the picture of the minstrel lover singing in the nall the chief figures are absurdly posed, to say nothing of careless drawing. The head and tail pieces are usually expressive and cleverly done, yet one, the silhouette of figures discovering the fire, is simply comic. The floral ornamentation in text and margin is not especially strong, but on the other hand the artist has not nade it too obtrusive, a fault often felt in suc iliustrative work from that of Habert Dys down. Mr. Taylor's work shows fancy rather than imagination, but it also shows intelligence, a sympathetic interest in the subject and a spirit of honest endeavor, the results of which are on the whole very creditable. None of his work in illustration which we have seen seems to us so good as this. He is not a master of the human figure, which after all does not distinguish him from the majority of our illustrators and we are conscious that the artist, like the tors, and we are conscious that the artist, like the stcher of to-day, has been greatly helped in many instances by the printing. Most of the full-page and darker colors, and this color-printing is more lement to negl g at figure-work than is the more lement to negl g at figure-work than is the more exact wood engraving. It is probably the difficulty of obtaining correct values in the negatives which has caused the confusion of values which we aften feel here, as in the pictures of the lady sitting in her caken chair, and lying at the Earl's feet, and for that matter in the frontispiece. Smokiness, lack of texture and want of depth are no more consciences here than in most current. no more conspicuous here than in most current process prints, for we have not yet acquired the skill in maniputation which is an important help perfection abroad, but adopted here in modified forms. The wood engravings are good, and the paper, typography and make-up of the book are excellent. The pale tinting of the page-borders is in danger of being mistaken for a stain, and might have been omitted. The book should take good rank among the illustrated Inerature of the year, and it would seem safe to predict for it con-siderable popularity.

Mr. W. L. Taylor has furnished a variety of rather conventional illustrations for Tennyson's poem. His opportunities, of course, have not been so distinct as in "The Earl's Return," and the work which he has done is popularly pleasing rather than really forcible. Some of his illustrations, especially certain female figures, are sufficiently agreeable, but others, like one on page 11, are crude, and imaginative power is almost entirely wanting. The drawings have been reproduced in

flower life, and a religious sentiment—both crudely expressed. The former is a compilation of verses by various poets which serve as the excuse for illustrative work which is carried to an excess.

There is too much illustration and ornamentation. and it is of too indifferent a quality to leave a favorable impression. The artist's work is very and signs of promise are found, the quality of the effervescent illustrations does not seem to us to raise these gaudily bound volumes above the level of the average literary catchpennies which mark the approach of the holidays.

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TOTAL RECEIPTS OF PRODUCE.

GENERAL MARKET REPORT.

GENERAL MARKET REPORT.

COFFEE—Brazil growths were firmly held today at 13½0 for fair Rise seen invoices. Mile styles are firm. Sales, 519 bags Maracaibo. The option market opened steady at 5 points advance and closed steady at the opening prices as follows: November, 11.35 \$\pi\$11.40; December, 11.40 \$\pi\$11.45; March, 200; 11.40 \$\pi\$11.50; June, 11.45 \$\pi\$11.50; Total sales, 38,750 bags.

COTTON—Spot prices were not changed to-day and the movement was light. Sales, 175 bales (102 last evening) of which all were for consumption. Since September 1 the total port receipts have been 2.429.96 bales against 2,369,618 bales for the corresponding period last year.

	are as follows:  Uplanda  Ordinary	New-Orleans and Gulf. 65, 7 1-16 8 87-16 87,	Texas 6% 7 1.16 8 87-16 87-16	
	Middling	975 1014 1078	97, 97, 101, 107,	
ı	STAINED.			

Good Ordinary ... 614 | Low Middling ...... 734 | St. Good Ordinary ... 615-18 | Middling ...... 858 The option market was an exceptionally dull one, opened easy at a decline of 2@3 points on lower silver anneatisfactory Liverpeol advices and closed at about the op

	To-day's	Extremes.	
Months.	closing.	Highest	Lowest
November	9.01 @ 9.02	9.02	9.01
December		9.05	9.03
	9132 914	9.14	9.11
January		0.95	9.23
February	0.24 # 0.20	0.47	9.34
March	9.84 @ 9.35	2.77	0.44
April	P.4500 9.46	27.47	0.27
May	9.55 m 9.56	8,06	0.05
June	9.65 7 9.67	9.07	27.00
July	9.74 @ 9.75	9.74	0.70
August.	9.81 20 9.82	9,82	0.00

had some attention from exporters. Ontions were dull and prices by higher at the close. Opened at an advanced because the state of the control of the contro

York. English supplies of flour and wheat foreign and homegrown: | Months | Inputs Foreign | Home wh't. Tot'l ply | Months | Unjorts Foreign | Home wh't. Tot'l ply | Wh't cwt. Fi'r cwt. Eq'l bn. bush. Equal bu. Sept. ... 5,090,652 1,350,214 12,807,684 3,748,104 15,556,188 | Oct. ... 5,153,474 1,461,441 13,692,739 7,087,292 20,780,031 | WkN'v.6. 932,143 198,875 2,230,000 1,140,000 3,370,000 | Wk N'l 3. 698,439 284,375 2,507,779 1,440,900 3,147,779 | Wk N. 201,017,857 354,375 2,811,250 1,150,000 3,961,250 Total...12.872.223 3.870.722 33.506.746 14.309.106 48.008.163 Eq T bu.24.057.804 9.500.352 33.506.746 14.309.106 48.008.163 Eq T bu.24.057.804 9.500.352 33.506.746 14.309.106 48.008.163 The quantity of wheat and flour on passage for the United Kingdom about Nov. 20, 1886, was 14.600.000 bushels, against 12.496.000 bushels at the corresponding date in 1885, being an increase this year over last 02.104.000 bushels. The estimated annual consumption of the 37.008.347 population in the united Kingdom on September 1, 1886, is 212.000.000 bushels. In estimated annual consumption of the 37.008.347 population in the United Kingdom on September 1, 1886, is 212.000.000 bushels leaving available for food is placed at 839 60.000.000 bushels, leaving available for food is placed at 839 60.000.000 bushels, leaving available for food is placed at 839 60.000.000 bushels, leaving available for food is placed at 839 60.000.000 bushels, leaving available for food is placed at 839 60.000.000 bushels, leaving the require to in well-weak ended Nov. 20, 1886, and at the imported in twelve meaks ended Nov. 20, 1886, and at the passage this year 2, 104.000 bushels burst ended to purchase and ship to arrive at destination from require to purchase and ship to arrive at destination from Nov. 20, 1886, 189.000, 000 bushels, when is about 2,000, bushels above normal average.

At this date, the United States, both coasts, has about 80, 000,000 bushels wheat and flour available for export in this cool, 000 bushels wheat and flour available for export in this cool, 000 bushels wheat and flour available for export in this will have remains to be determined. Inclain shipment will be will have remains to be determined. Inclain shipment will be will have remains to be determined. Inclain shipment will be will have remains to be determined. Inclain shipment will be will have remains to be determined. Inclain shipment will be will have remains to be determined. Inclain shipment will be will have remained to be determined. Inclain shipment will be wil  $\substack{\text{Total...} 12.872.223\ 3.879.722\ 33.566,746\ 14,309,196\ 48,098,163\\ \text{Eq.} 150.24.057,304\ 9,509.552\ 33,506,746\ 14,309,196\ 48,098,163}$ 

and throwther accounts for the content of persons of persons of the persons of th

Fig. 11 012 a., Good to Prime. Eggs. State, 253 26c.; Western, 23 9 224 c.; Canada held 19 22 c.; Lued, 15 4 2 Nearest Start Security of the start of the s

BUFFALO, Nov. 27.—Cuttle—Receipta last 24 hours 1100 head; total for weak thus far. 8,820 sead; for same time last week, 13,300; head; consigned through 42 cars, 5 of which to New York; 15 cars on sale, market higher Common to Fair \$3.30.44 50, Good to Choice shinping \$4.35.44 60, Stockers and Feeders \$2.00.33 8b.

Sheep—Receipta last 24 hours, 8,500 head; total for week thus far, 43,800 sead; for same time last week, 40,000 head; market quiet. Medium to Good, \$3.50.84 00; Extra, \$4.00 head; same time last week, 40,000 head; market quiet. Medium to Good, \$3.50.84 00; Extra, \$4.00 \$5.50.355 75.

Heas Receipt last 24 hours, 13,455 head; total for weak they have been presented by the same time last week, 40,000 head; market quiet. Medium to Good, \$3.50.84 00; Extra, \$4.00 head; hours last \$4.50.85 for \$1.50.855 75. \$4 50 Western Lambs, \$4 50 25 00; Canadian Lambs, \$5 50 25 57 25.

Hoss Receivt last 24 hours, 13,455 head; total for week thus far. 110,450 head; for same time last week, \$2,430 head; consigned through 53 stars; to New York, \$2,26 cars for sale market steady. Selected Yorkers, \$5 90 25 400; Selected Medium Weights, \$5 90 25 400; Light Pigs, \$5 50 25 70 Coarse Mixel Heavy Ends, \$5 00 25 425.

Chicago, Nov. 21, The Drosers Journal reports. Cattle-Receipts, 2000 nead; shipments, 1000; market strong; Shipping Steers \$3 25 25 15; Stockers and Feeders, \$2 20 25 3 40; Cows. Buils and Mixed, \$1 90 25 50 25 3 60; Steers, \$2 20 25 3 75; Western Rangers dull, Natives and Hall Breeds, \$2 75 25 10 25 75.

Hogs-Receipts, 24,000 head shipments, 9,000; market Breeds, \$2.75 %\$1 00. Cows, \$2.00 \( \pi 24.0 \) Wintered Terans, \$3.00 \( \pi 33.76 \).

\( Hogs\)—Receipts, 24.000 head shipments, 9.000; market slow; Rough and Mixel, \$3.45 \( \pi 85.30 \). Packing and Shipping, \$3.70 \( \pi 84.00 \). Light Weights, \$3.30 \( \pi 84.00 \); Skips, \$2.20 \( \pi 85.00 \).

\( Sh.es\)—Receipts, 700; shipments, 400; market slow. Natives, \$2.00 \( \pi 84.00 \); Western, \$3.00 \( \pi 84.00 \). Terans, \$2.00 \( \pi 85.00 \); Mouth Nov. 27,—Cattle—Receipts, 500 head; shipments, 200; market strong; Good to Choice Native Shipping Steers, \$4.30 \( \pi 84.70 \); Butchers Steers, \$3.00 \( \pi 84.00 \) head; shipments, 200; market strong; Good to Choice Native Shipping Steers, \$4.30 \( \pi 84.70 \); Butchers Steers, \$3.00 \( \pi 84.00 \); Hogs—Receipts, 4000 head; shipments, 400; market steady Choice Heavy, and Butchers \$2.95 \( \pi 84.10 \); Packing, \$3.80 \( \pi 84.00 \); Light, \$3.80 \( \pi 84.00 \); Pigg, \$2.50 \( \pi 85.00 \); \$3.60 \( \pi 85.00 \)

### Excursions.

A DVERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty-first-at, until 9 p. m., 953 Broadway, between Twenty-second and Twenty-third sta, until 8 p. m., 308 West Twenty-third st., corner Eighth-ave., 153 Fourth-ave., corner Fourivseventh-st., 1,007 Third-ave., ear Sighieth-st., and the HARLEM OFFICE, 257 East One-hundred-and-twenty-fifth-st., 2,300 Third-ave., corner One-hundred-and-twenty-fifth-st., up to 9 p. m. at regular office ates.

#### A PLEASANTWINTER TRIP.

THE STEAMSHIPS OF THE RED D LINE. THE STEAMSHIPS OF THE RED D LINE.
Salling every twelve days for Venezuela, S.A., and the
Island of Curacoa, W. I., afford an unequalled opportunity to
those wishing to make a short sea voyage to the tropics.
These American ships, specially built for the Irade, are proyided with every modern appliance for the safety, convenience
and comfort of passengers. The round trip is made in four
weeks. Passage, \$144. For particulars apply to
BOULTON, BLISS & DALLETT,
General Managers, 71 Wall-st.

THE NEW LINE Between NEW-YORK, PHILADELPHIA, and NORFOLK. OLD POINT COMFORT. AND THE SOUTH

SIX HOURS SHORTER THAN ANY OTHER ROUTES.
On and after Oct. 13, 1343; Express for than Christs. Old
Point Comfort and Norfolk, via the New-York, Philadelphia
and Norfolk Railroad, leaves Pennaylvania Railroad Station,
New-York, at 5 p. m. lativ. criving to Cape Charles 6:00
a.m. taitv. Oil Point Comfort 8:45 s. m. Norfolk 8:45
a.m. Sleeping Car through from New-York to Cape Charles.
Teckets and sleeping-teeths can be secured it sup Tokes
Offices of the Points/Ivania Railroad Company.
H. W. DUNNE,
Bupernsteadent.

Gen'i Pass, and Freight Agent

#### Steamboats and Railroads.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD, Commencing November 14, 1886 through trains will leave Grand Central Depot. 18a m., Rochester Express, through drawing-room cars, to Albany, Troy, Montreal, Syracuse and Rochester. 9:50 a.m., "The Limited," with dining cars, stopping at Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Erie, Cleveland and Toledo, arriving at Chicago 9:50 a.m. next day.

10:30 a. m., Chicago Express, drawing-room cars to Canandal dalgua and Rochester.

11:30 a. m., Western New-York and Northern Express, with drawing-room cars.

3:30 p. m., Albauy, Troy and Utica Express, with drawing-room cars to Troy.

4 p. m., Accommodation to Albany and Troy.

4 p. m., Accommodation to Albany and Troy.

4 p. m., Accommodation to Albany and Troy.

6 p. m., Chicago and st. Louis Express, with sleeping-cars for Nizarata Falis, buffalo, Chicimnat, Toledo, Detroit, Chicago and St. Louis. Diming-car New-York to Albany.

6:30 p. m., Montreal Express with sleeping-cars to Syracuse and to Anburo road, also to Montreal.

9:50 p. m., Special Sleeper arrives Rochester 7:40 a. m., Rumato, 9:55 a. m., and Cloveland 12:15 p. m. next day.

19:10 p. m., Pacific Express, with sleeping-cars for Rochester, Buffalo, Niagara Falis, Cleveland, Toledo, Detroit and Chicago, Sleeping-cars to Clayton and Ogdensburg daily except saturday, with Express, with sleeping-cars to Albany Burnio, 935 a. m., and Cleveland 12:15 p. m. nextday, 19:15 p. m., Pactfic Express, with sleeping-cars for Rochester, Burlio, 935 a. m., and Cleveland, 12:15 p. m. pactfic Express, with sleeping-cars for Rochester, Burlio, Nigara Falls, Cleveland, Toledo, Detroit and Chicago. Sleeping-cars to Clayton and Ogdensburg daily except Saturday.

11:15 p. m., Night Express, with sleeping-cars to Atbany and Froy. Connects with the morning trains for the West and for the North texcept and Central Depot, 12:5th-st, and 4th-ave, and 17:6th and 18:7th and 1

# PENNSYLVANIA RAILROAD.

On and after NOVEMBER 15, 1886.
GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Desbrosses and Courtlandt Street Ferries, as follows
Harrisburg, Pittslurg, and the West, with Pullman Palace Cars attached, 830 a. m., 6, 7, and 8 p. m. daily. New York and Chicago Lunited of Parior, Dining, Smoking and Sleeping Cars at 11 a. m. every day.
Williamsport, Lock Haven, 830 a. m., 8 p. m. Corry and Eric at 8 p. m., connecting at Corry for Titusville, Petroleum Centre and the Oil Regions.
For Lebanon, 830 a. m., 320 p. m., and 12,15 night.
Baitimere, Washington and the South, "Limited Washington Express" of Pullman Palace Cars daily, except Sunday, 10 a. m., arrive Washington at 620, 800 and 9 p. m., arrive Mashington 4 and 340 p. m., arrive Washington S55 p. m.; regular at 6:20, 800 and 9 a. m., 1:00, 2, 4:30 and 9 p. m., and 12:15 night.
For Adactic City, except Sunday, 1 p. m.
For Cape May, week days, 11:10 a. m. On Saturdays only, 1 p. m.
Long Branch, Bay Head Junction, and intermediate stations, via Rahway and Amboy, 9 a. m., 12 noon, 3:40, 5:00 p. m. on Sunday 9:45 a. m. and 5 p. m. (Do not stop at Asbury Park.)
For Old Point and Norfolk, via New York, Philadelphia and Norfolk Raliroad, 8 p. m. every day, via Baitimore and Bay Line, 4:30 p. m., week days.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn Line, 4:20, 6:50 a. m., 3:20, 6:20, 9:20 and 10:35 p. m. From Philadelphia, 3:50, 6:2

FOR PHILADELPHIA.

Express Trains leave New York, via Desbrosses and Courtlandt Street Ferries, as follows:
6:20, 7:20, 8, 8:30, 9 (10 Washington Limited and 11 Chicago Limited), and 11a.m., 1, 2, 3:20, 4, 4:30, 5, 6, 7, 8, and 9 p. m. and 12:15 night. Accommodation, 11:10 a.m., and 4:40 p. m. Sundays, Express, 6:15, 8:39, 10 (11 Limited), a. m., 4, 4:30, 5, 6, 7, 8, and 9 p. m. and 12:15 night. Trains leaving New York daily except Sunday, at 7:29, 9, and 11:10 a. m., 1, 2, 4, 5, 8 p. m. and 19a. m. and 6 p. m. on Sundays, connect at Treaton for Casulen.

Returning trains leave Broad Street Statton, Phitadelphia, 12:01, 3:20,4:05,4:40,5:10,6:30,7:30,8:20,8:30,9:40, 11 and 11:15 a. m. (Limited Express 1:14 and 4:50 p. ...), 12:49, 3, 4, 5, 6, 6:35, 7:12, 8:12 and 9:10 p. m. on Sunday, 12:01, 3:20,4:05,4:40,5:10,8:30,9:40, a. m., 12:49,4 (4:50 Limited), 6:35,7:12 and 8:12 m.

Leave Phitadelphia, via Camden, 9:00 a. m. daily, except Sanday. FOR PHILADELPHIA.

Leave Philadelphia, via Camoen, Jooka in Landy, Sept. day,
day,
Til-ket Offices, 849, 435 and 944 Broadway, I Astor House,
and foot of Desbrosses and Courtlandt st.; No. 4 Court-st.,
and Brooklyn Annex Station, foot of Fulton-st., Brooklyn.
Station, Jersey City, Emigrant ticket Office, No. 8 Battery
Place, and Castle Garden.
The New-York Transfer Company will call for and check
baggage from hotels and residences.
CHAS E. PUGH.
General Manager.
General Pass'r Agent.

Steambonts and Bailroads.

A -TROY BOATS-CITIZENS' LINE. -For Daily, except Saturday, foot of Christopherst. 6 p. m. Sudday steamer touches at Albany.

A LBANY BOATS. "People's Line."

DREW and DEAN RICHMOND.
Leave Pier 41 N. R., foot Canal-st., daily (Sundays excepted) at 6 p. m.

Connecting at Albany for all points North and West.

POPULAR SHORE LINE for Boston, Providence, Newport and all New-England Points. All raft from Grand Central Depot. Express trains daily (Sandays excepted) at 8a. m., 2p. m. (parfor cars attached) and 11p. m. (with palace sleeping cars). Sunday trains 10 a. m. (with palace parfor cars), 11p. m. with palace sleeping cars). For Newport take 200 p. m. Boston Express with parfor cars, connects at Wickford for Newport, arriving at 7:00 p. m. CATSKILL EVENING LINE
For Catakill Stuyeeant and intermediate landings.
Boats leave daily (Sundays excepted) from Pier 3d, foot of
Jay-st., at 6 p. m.,
FARE ONLY ONE DOLLAR.

PARE ONLY ONE DOLLAR.

RONDOUT, KINGSTON AND CATSRILL MOUNTAINS, landing at Cranston's (West
Point), Cornwall, Newburg, Mariboro, Milton, Poughteepast
and Esogon, connecting with Ulster and Delaware, Stony
Clove and Catskill Mountain and Kaaterskill Railroada,
Steamers CITY OF KINGSTON and JAMES W. BALDWIN leave every week day at 3:30 p. m., pier foot of Harrison st., except Saturdays when CITY OF KINGSTON
leaves at 1 p. m., making all landings.

A LL fares reduced.—Stonington Line. The favorite inside Route for Boston, Providence, and all New-England points.

First-class fare, \$5 to BOSTON, \$2 25 to PROVIDENCE.

Passengers via this line can have a full night's rest by taking 755 a.m. cra train from steamers' landing for Providence.

# LEHIGH VALLEY RAILROAD.

TASSENGER TRAINS leave foot of Cortlands or Des proses sis as follows: 7 a m for Catasauqua and intermediate points. 8 a m for Geneva, Lyons, Emira, Rochester, Buffale and the West and principal local points. Chair car to Wilkes S a m for Geneva Lyons, Elmira, Rochester, Buffalo and the West and principal local poins Chair car to Wikesbarra.

I p m for Tunkannock and intermediate points. Chair car to Tunkhannock, Connection to Reading and Harrisburg.

3 40 p m for Pittston and principal intermediate points. Chair car to Pittston.

540 n. for Coplay and intermediate points. Councetion is Reading and Harrisburg.

540 n. m. for Coplay and intermediate points. Councetion were considered to the Councetion of Geneva, Lyons, Elmira, Rochester, Suffalo, and the West. Pallman sleeper to Lyons.

7 50 n. m. for Laurys and Litermediate points.

7 50 n. m. for Laurys and Litermediate points.

7 50 n. m. for Laurys and Litermediate points.

8 a. m. for Manch Chunk, Harleton 402 Regions.

8 a. m. for Manch Chunk, Harleton and wtermediate points.

points.

5.40 p. m. for Copiny and intermediate points.

7 p. m. for Geneva, Lyons, Elmira, Rochester, Suffalo and
the West. Pullman sleeper to Lyons. WEST SHORE RAILROAD

WEST SHORE RAILROAD

Trains leave West 42d-st. station as follows, and 15 minutes earlier from foot of Jay-st., North Biver:
Detroit and Chicago 9:55 a. m., \*0:05, \*8:15 p. m.

8t. Louis \*0:05, \*8:15 p. m.
Burfalo, Rochester, Suspension Bridge, Niagara Falls, 3:15, \*9:55 a. m., \*0:05, \*8:15 p. m.
Utica and Syracuse 3:15, \*9:55 a. m., \*0:05, \*8:15 p. m.
Highland, Kingston, Sangerties, Catskill, Albany, 3:15, \*7:15, \*9:55, 11:30 a. m., 4:00, \*0:05, \*8:15 p. m.
Cranston's, West Point, Cornwall, Newhorg, \*2:15, \*7:15
\*9:55, \*10:10, 11:30 a. m., 4:00, \*8:15 p. m., and \*0:05, p. m.
Cranston's, Cornwall, Newburg,
For Montreal and Canada East, 6:05 p. m.
Hamilton, Loudon, \*9:05 a. m., \*0:05, 8:15 p. m. Toronto,
9:55 a. m., \*0:05, \*8:15 p. m.
Elegrant sleeping cars for Buffalo, Niagara Falls, Detroit,
Chicago and 8t, Louis on all through trains.
\* Daily, Other trains daily except Sunday.
\* For tickets, time-tables, parior or sleeping car accommodations or information, apply at offices. Rrocklyn-3:33 Washington-8:: 730 Fulton-8t, Annex Office, foot of Fulton-8t, New-York City, 3:63, 785, 942 Broadway; 1:534 Bowery, and West Shure stations, foot of West 42d-8t, foot of Jay-at, N. H.

5 Vanderbilt ave.

BHILADELPHIA AND READING R. R.

PHILADELPHIA AND READING R. R. SEWJERSEY CENTRAL DIVISION.
FOOT OF LIBERTY-ST. NO. TH RIVER.
TIME TABLE—TAKING FEFECT NOV. 14, 1886.
FOR PHILADELPHIA and TRENTON. "Bound Brook Route." at 400, 745, 9-00, 1100 a. m., 130, 4:00, 4:30, 5:30, 7:30, 12:00 p. m. SUNDAYS, 4:00, 8:45 a. m., 5:30, 12:00 p. m.

Route." at 4:00, 7:45, 9:00, 11:00 s. m., 1:30, 4:00, 4:30, 5:30, 7:30, 12:00 p. m. SUNDAYS, 4:00, 8:45 a. m., 5:30, 12:00 p. m. Direct connection at Wayne Junction for Germantown and Chestnut Hill, at Columbia-ave, for Manayunk, Consho-hocton and Norristown.

DRAWING-ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

Returning leave PHILADELPHIA, Ninth and Green sta., 7:30, 8:30, 8:30, 11:00, a.m., 1:15, 3:45, 5:49, 7:60, 12:00 p. m. SUNDAY 8:30 s. 30, 9:05 10:30, a. m., 1:00, 3:30, 5:25, 6:00 p. m. SUNDAY 8:30 s. m., 5:30, 12:00 p. m., Third and Berks sta., at 5:50, 6:45, 8:20, 9:905 10:30, a. m., 1:00, 3:30, 5:25, 6:00 p. m. SUNDAY 8:15 a. m., 4:30 p. m.

FOR LOCKHAVEN, PEALE and PHILLIPSBURG, Penn., 7:45, 8:30 a. m., 1:40, 8:30 a. m., 2:45, 4:00 p. m.

FOR WILLIAMSPORT, SUNBURY, LEWISPURG and MAHANOY CITY at 7:45, 8:30 a. m., 3:45, 4:00 p. m. Sundays 1:00, 1:30, 4:90, 5:30, 5:45, 12:00 p. m. Sundays 1:00 a. m., 1:00, 1:30, 6:00, 8:30 a. m., 3:45, 4:00 p. m. For SCRANTON at 7:50, 8:30 a. m., 3:45, 5:30 p. m.

FOR SCRANTON at 7:00, 8:30 a. m., 3:45 p. m.

FOR THILEHEM, ALLENTOWN and MAUCH CHUNK at 4:00, 7:00, 8:30 a. m., 1:00, 1:30, 3:45, 4:00, p. m.

FOR EASTON at 4:00, 7:00, 8:30 a. m., 1:00, 1:30, 3:45, 4:00, p. m.

FOR EASTON at 4:00, 7:00, 8:30 a. m., 1:00, 1:30, 3:45, 4:00, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, p. m.

FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30, 5:00, 5:30 p. m. Sundays 4:00 p. m. FOR HIGH BRIDGE BRANCH at 4:00, 8:30 a. m., 4:00, 4:30 b. m.

4:30 b. m. MINGTON 7:00, 8:30 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 b. m. Sundays 4:00 b. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 b. m. Sundays 4:00 b. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30, 5:45, 6:00, a. m., 1:00, 1:30, 2:30, 3:45, 4:00, 4:30, 5:00, 5:30, 5:45, 6:00, 4:30, 7:00, 7:30, 8:15, 10:30 b. m. Sundays 4:00, 8:45 a. m., 1:30, 4:00, 6:30, 7:00, 7:30, 8:45, 4:00, 4:30, 5:00, 5:15, 11:00 a. m., 1:00, 1:30, 2:20, 2:30, 3:45, 4:00, 4:30, 5:00, 5:15, 1:00 a. m., 1:00, 1:20, 2:20, 2:30, 3:45, 4:00, 4:30, 5:00, 5:15, 1:00 a. m., 1:00, 1:20, 2:20, 2:30, 3:45, 4:00, 4:30, 5:00, 5:15, 1:00 a. m., 1:00, 4:30, 7:00, 7:30, 3:15, 9:30, 10:30, 12:00 p.m., 8:nndays 4:00, 8:45 a. m., 1:20, 4:00, 4:30, 6:30, 1:30, 4:30, 6:00, 8:15, 1:00, 4:30, 4:30, 6:30, 1:30, 4:30, 6:15 p. m. Sundays 4:00, 8:00 a. m., For PERTH AMBOY at 4:30, 6:00, 8:15, 1:00, 4:30, 6:30, 1:30, 4:30, 6:15 p. m. Sundays (except Ocean Grove) at 4:00, 9:00 a. m., 6:15 p. m. Sundays (except Ocean Grove) at 4:00, 9:00 a. m.

For EarkeHOLD S15, 1:4:34 a. m., 1:00, 4:30, 5:30 p. m.

For EarkeHOLD S15, 1:4:34 a. m., 1:00, 4:30, 5:30 p. m.

For LAKEWOOD, TOMS RIVER, BARNEGAT at 4:30, 8:15 a. m., 1:00, 4:30 p. m.

For ATLANTIC CITY, VINELAND and BBIDGETON at 4:30 a. m., 1:00 p. m.

NEW-JERSEY SOUTHERN DIVISION,

For Highlands, Seabright, Long Branch 4:00 

NEW - HAVEN. - Steamers leave Peck-slip (Pier 25 E. R.) at 3p. m. and 11 p. m. (Sundays excepted) Steamers arrive in time for early trains south and east. FALL RIVER LINE—FARES REDUCED.—
Boston, \$3: Newport, \$2: Fall River, \$2. First-class limited tickets, Corresponding reduction to all Eastern points. Steamers PILGRIM and PROVIDENCE leave New York on alternate days (Sundays incinded) at 4/30 p. m. from Pier 28, N. R., foot of Murray-st. Connection via Annex boat from Brooklyn and Jersey City at 4 p. m.
LONG WATER ROUTE. FULL NIGHT'S REST.
Six morning trains to Boston, short rail ride (time 80 mignes), An orchestra on each steamer. Tickets and state-rooms, may be secured at all principal hofels, transfer and ticket offices; at the office on Fier 28 and on steamers.

BORDEN & LOVELL, Agents. Gen'l Pass, Agent.

NORTHERN RAILROAD OF NEW-JERSEY, trains leave from Chambers st. Station for Englewood Tenaity, Closter, Sparkill and Neack 5:30, 7:30, 8:30, 9:30 and 11:30 a. m., 115, 3:20, 4:00, 4:50, 5:20, 5:40, 6:30, 8:90, 10:30, p. m., 12:90 midnight. Sundays 7:30, 9:30 a. m., 4:00 and 8:00 p. m. For Namet, Spring Valley, Monsey and Tallmans 5:39 7:30, 9:30 a. m., 4:50, 6:30 p. m. Sundays 9:30 a. m., 8:00 p. m.

p. m. For Namner, Spring Valley, Monsey and Tallmans 5-39 7-30, 9-30 a. m., 4-50, 6-30 p. m. Sundays 2,30 a. m., 8-500 p. m.

ERIE RAILWAY, now krown as the NEW-YORK, Lake Erite And Westfrin Railkload, Through trains leave 23d-st. and Chambers st. stations at same hour, local trains leave 23d-st. Station fifteen minutes earlier than from Chambers st. Stations at same hour, local trains leave 23d-st. Station fifteen minutes earlier than from Chambers in the station of the minutes and hour, local trains leave 23d-st. Station fifteen minutes earlier than from Chambers in proceedings of the station of the minutes and the station of the station of the stations at same ingreon Coaches theredisville to Chambratt, and the station of the st